

Willamette Valley passenger train passes first test

The Willamette Valley Rail Project edged one step closer to becoming a reality during April. A test run mildly disappointed both critics and advocates by running late, but only by about 15 minutes.

The test run was conducted to see whether ODOT's proposed schedule was accurate and to evaluate the amount of disruption to Southern Pacific's freight movement.

Members of the Rail Study Committee, SP and Amtrak officials, U.S. Rep. Bob Duncan and ODOT staff comprised the test run party. Newspaper and broadcast reporters also made the trip.

The train left Union Station in Portland at 11:25 a.m.,

five minutes earlier than scheduled, in order to permit the east-bound Pioneer to use the track at 11:30 a.m.

Brief stops were made in Milwaukie, Woodburn, Salem, and Albany, and the train arrived in Eugene at 2:11 p.m., exactly 11 minutes behind schedule.

The train was turned around in 25 minutes, and left the Eugene station at 2:50 p.m., arriving back in Portland at 5:30 p.m., 18 minutes behind schedule.

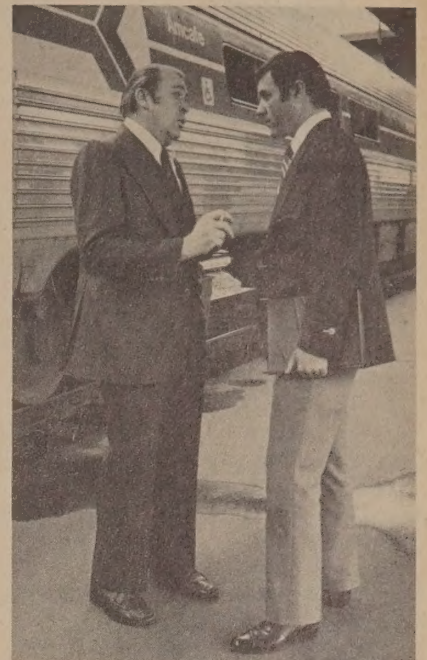
The test run proved the proposed schedule developed by Project Coordinator Jack Graham was feasible, though Graham admitted he was disappointed the round trip had

taken longer than he had estimated.

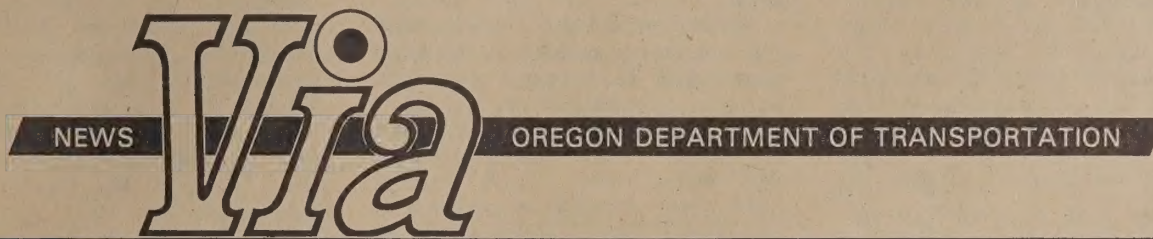
Meanwhile, ODOT and SP appeared nearing agreement on criteria to judge whether the experimental rail passenger service will have been a success or failure at the end of the 18-month period.

Graham and ODOT Director Fred Klaboe planned to meet in late April in San Francisco with rail union officials to negotiate several issues that must be resolved before the twice-daily runs between Eugene and Portland can begin on a regular basis.

Tentative plans are being made for an inaugural run on June 30, with regular service to commence on July 1.



Jack Graham, coordinator of the Willamette Valley Passenger Rail project, discusses trial run of train with George Kraus of Southern Pacific railroad public relations office. Test run took 15 minutes longer than scheduled, but was otherwise successful.



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MAY 1980

President cuts highways funds

President Carter's efforts to balance the federal budget and slow inflation will have a serious affect on Oregon's highway construction program, Fred Klaboe, ODOT director, told the Transportation Commission at its April meeting.

President Carter has ordered a cut of one billion dollars nationally in the federal aid highway program for the remainder of the current federal fiscal year running through September 30.

Klaboe said this may not be the end of the problem because

the President has indicated a further cut for the coming fiscal year, although the size of this additional cut if it does, in fact, occur has not been announced.

The Federal Highway Administration has placed a moratorium on spending from its funds at least through the end of the current fiscal year, Klaboe said. As an example of how the action had affected the Highway Division, the commission was informed there had been plans for a projected April bid letting of 35 projects estimated to cost \$33 million. As a result of the freeze, only one project estimated to cost \$2.7 million has been advertized.

The division must slash its

planned spending by 34 percent, or approximately \$25 million, between now and September 30. During the coming construction season, the division had planned to let contracts totaling \$73 million, but this will now have to be reduced to about \$48 million.

The Six-Year Highway Improvement Program, which was recently approved by the commission, will have to be reviewed, and a decision made on how the projects would be re-scheduled. Present plans, if financing does not get any worse, are to move the projects further back in the schedule.

The commission approved the division's plan to schedule more of the smaller projects

for the immediate future, and leave the larger projects until later.

It is the Federal Trust Fund which is suffering, Klaboe told the commission, and not the State Highway Fund. There are projects in the Six-Year program involving only state funds, and these can be contracted, along with some special federal programs, such as Interstate Transfer Fund projects. Decisions will be made on when these will be scheduled.

Preliminary engineering and preparatory work on many projects will be continued, Klaboe said, in the event there is a sudden release of funds, the projects will be ready to go to contract.

Among projects approved for delay were additional contracts on I-205, although, Klaboe said, plans were to complete the bridge itself as scheduled. If, and when, the bridge is completed, traffic will be moved over it, even if the remainder of the freeway is not.

Projects approved for delay by the commission were North Jefferson Interchange-North Albany Interchange on Interstate 5, resurfacing and safety, \$4 million; Cannon Beach Junction-Necanicum, Sunset Highway, resurfacing and widening, \$3 million; Hackett Drive-Crescent, The Dalles-California Highway, resurfacing, \$2 million; South Banfield Interchange, I-205, \$11.2 million; Mohler Overflow, Necanicum Highway, \$750,000; Dean Creek Bridge, Umpqua Highway, \$580,000; Geary Canal Bridge, Lake of the Woods Highway, \$550,000; and Powers Wayside Section, Powers Highway, reconstruction, \$1 million.

Gas ration plan being readied

If the Arab oil exporting countries were to cut off crude oil shipments to the United States as they did in 1973, the U.S. would have a gasoline rationing plan ready to go into operation, according to Wes Taylor of the Motor Vehicles Division's Systems and Planning Office.

Taylor, one of those from several state agencies who have been working on Oregon's portion of the national gas rationing program, says the plan, as currently structured, would be a cooperative effort between state and federal government.

"As a first step," he says, "a national vehicle registration file would be constructed from all state vehicle registration records. This would be the base, and vehicle owners would receive 'ration rights checks' from the federal government. These checks would then be taken to a local agency and redeemed for ration

(See RATION, Page 7)

BULLETIN

ODOT employees have voted to retain the Fair Share provision of the OSEA/ODOT contract. A final tally showed the deauthorization proposal failed by a 66-vote margin, 805-739. Ballots were returned by 1,544 of 2,400 employees eligible to vote.

National Transportation Week to be celebrated statewide

Plans for ODOT's observance of National Transportation Week May 11-17 are well advanced, with open houses scheduled in Salem, Portland, Bend, Hermiston, La Grande, Ontario, and Roseburg.

METRO and Region 1 will combine for an open house to be held at the Lloyd Center on May 9 and 10, where large crowds viewed the exhibits last year. New and old highway

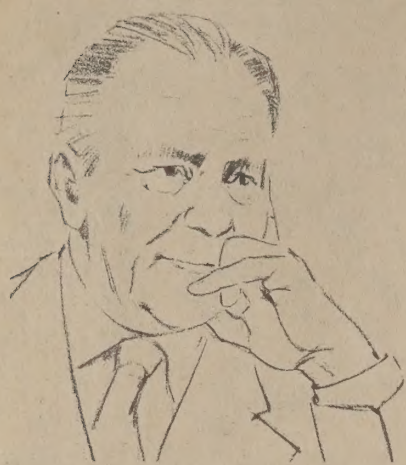
equipment will be featured. Parks and Motor Vehicles will both have their own booths.

A special feature will be a ramp metering model which will be used to explain the ramp metering program due to go into effect in Portland in November. The model will show the location of the meters, and material will be available to explain how they work.

(See TRANSPORTATION, Page 5)

Director's Corner

FRED KLABOE



Elsewhere in VIA, Scott Coulter talks about the effect of the federal cutback of contracting authority for the remainder of this federal fiscal year (which ends on September 30). The cutback issue is still cloudy with several states suing the Feds about the size of the cutbacks, the cutbacks themselves, and the distribution of the remaining funds. What is not cloudy is our need to maintain an adequate work force to accomplish work now underway and to be let in the future. We will need everyone we have just to do the work we have.

Spring is here and with it the opening of state parks and tourist information centers. At a time when many of our citizens are suffering due to a turndown in the lumber industry, it becomes more and more important that we do all we can to encourage Oregonians to take their vacations in Oregon and to attract out-of-

staters here. The tourist industry creates over 62,000 jobs in our state. Just out-of-state tourists alone spend over \$1 billion here every year. It's a very vital industry always, but even more so now.

We receive several letters each month from grateful people thanking us for assistance along our highways or in our parks or rest areas, and I know that we are doing our part in making people, whether they be from our state or from somewhere else, feel welcome. I would like everyone who comes in contact with travelers to give a little extra this summer. It will really pay off. They may stay a day longer and will probably tell their neighbors back home that Oregon is a most hospitable state, one they ought to visit.

Our tourist advertising unit has just produced a 64-page guide loaded with information about our wonderful state. It describes in some detail interesting things to see in every area of the state. I've traveled this state for over 30 years, yet there are literally hundreds of interesting places I have never been to and now want to visit. You can get your copy just by writing to: Travel Information Section, 101 Transportation Building, Salem.

Fred Klaboe

Reduced winter rates bring in campers, cash

An experiment in reduced rates at state parks during the winter months resulted in a 42 percent increase in the number of campsites sold, according to State Parks Administrator Dave Talbot.

The trial program, which ran December through February in 11 state campgrounds throughout Oregon, offered winter campers rates at, in most instances, one-half the regular fee. Full trailer hookups were available for \$3, and improved and tent campsites carried a \$2 fee. Those prices compare to regular campsite fees of \$6 for trailers, \$5 for improved campsites and \$5 for tent sites.

Talbot said that even though the fees were reduced, revenue increased 32 percent over the same previous two-year average. He said the reduced rates resulted in some campers staying extra days, and others said that if the program is continued next winter, they will be camping more.

Champoeg State Park, located on the Willamette River near Wilsonville and within easy reach of Portland, noted the most significant increase in campsite sales. During the trial period, 1,090 campsites were sold, compared to an average of 391 for the previous two winters. Harris Beach and Bullards Beach State Parks also noted large percentage increases, with Harris Beach up 71 and Bullards Beach up 61 percent. Beverly Beach, the most popular of the state parks in the trial, noted a 28 percent increase, climbing to

1,824 campsites sold compared to a two-year average of 1,428.

Another significant increase was noted at Farewell Bend State Park in Eastern Oregon. Campsite sales rose to 114, compared to 20 in 1979, the first year the park was open during the winter months.

Presto, change-o... I-80N goes poof!

When is an I-80N not an I-80N?

When it's an I-84, of course.

In an effort to clarify the numbering system for interstate freeways, the Federal Highway Administration has directed that the I-80N freeway between Portland and eastern Oregon be redesignated Interstate 84.

The federal policy calls for elimination of all directional designations, such as N (North) and S (South) in all federal route numbering.

ODOT Director Fred Klaboe said all route redesignation was to have been accomplished by July 1, but that the I-80N...now I-84...redesignation would be done in May to avoid confusion on the part of motorists during the summer vacation months.

I-84 begins in Portland and goes east through Echo to Salt Lake City where it joins with I-80N. The highway passes through Oregon, Idaho and Utah.

Letters to the Editor

Thanks

To the Editor:

On April 11, 1980 I was transporting some empty 1 gallon cans to our shop. Unfortunately the container came apart and I managed to spread approximately 700 cans all over the freeway.

Thanks to the speed and efficiency of the State Police and the Highway Division we had the mess cleaned up in an hour.

I would like to personally take this opportunity to thank the two patrolmen on duty and the men from the Highway Department for all their assistance. It was indeed a pleasure to be assisted by such an outstanding, friendly, and cooperative group of state employees.

Would you please extend my thanks through channels to those who deserve it.

Sincerely,

Tom Barrier
Office Furniture Refinishers,
Inc.
Portland

Rules look good...but

To the Editor:

Non-smokers have been putting up with smoke for too long. The rules for smoking and non-smoking areas looks good on paper, but don't work outside the "marble palace."

Last February, a VIA article said "Ray Stose of the Safety and Health Section is available to help employees or supervisors in resolving problems regarding the policy."

Mr. Stose came over and investigated our problem and said something would be done. How much longer must we wait?

There is a bright side under all this smoke. After spending a day in a poorly ventilated area with smokers, I come home and my wife greets me with "take your clothes off!", an order I must obey.

Dave Parker
Highway Construction
Salem

The editors reserve the right to edit Letters to the Editor for length, and prefer that letters be typed (or at least legibly handwritten) and properly signed.

OH, DOTTIE!

Roy Priem



HEY EARL, IS THIS STRAIGHT? EARL, EARL!

BUDGET SLASH:

Minimal effects on highway, historic projects to feel pinch

Highway Division

Coulter: no layoffs or shorter hours

The recent obligation limitation placed by the Federal Highway Administration on federal aid highway projects will not mean layoffs or shortened work weeks for Highway Division employees, State Highway Engineer Scott Coulter has announced.

Coulter made the statement in response to rumors circulating within the division that the end result of the federal action might be layoffs or 32-hour work weeks.

(NOTE: See page one for a more detailed explanation of the federal fund limitation.)

The purpose of the limitation is to reduce the outflow of federal dollars during the next federal fiscal year, Coulter said. "At the present time," he said, "we don't know just what the continuing impact on our program will be. We are delaying or deferring work amounting to about \$25 million that we had anticipated undertaking this summer. Some continued action may be necessary for the fiscal year starting October 1, 1980.

"We are about to embark on the biggest construction season we have ever had," Coulter said. "We aren't going to start laying people off. In fact, we're still hiring.

Coulter added that the reduction in federal funds may actually be beneficial in some ways. "We were facing the possibility of having to stretch our existing work force over a very large number of projects this summer. In fact, we were wondering just how we were going to do it. With the funding reduction, and a reduction in the number of projects going out to bid, we won't have to stretch as much. If anything, the spending

ceiling is going to make it easier on our people."

"I've heard the rumors that we're going to be cutting our work week to 32 hours. That just isn't true. All the reduction is going to mean is that some of our people won't have to put in as many hours of overtime."

The statement, Coulter added, covers all sections of the Highway Division, from project planning and design through contract administration, and maintenance.

"I think people hear the news and began thinking...and thought up the worst possible thing that could happen." He added that the current layoff situation involving Marion county employees may have made division employees think more about the possibility of layoffs.

"...there will be no layoffs--we have too much work to do..."

"The ceiling doesn't affect projects that are already under contract," he said. "The major impact is on projects we haven't let out to bid yet. But we are going to continue the design phase of most of those projects, even though we may have to put the plans on the shelf for awhile. That's a luxury we haven't had for awhile."

Larry Rulien, Coulter's executive assistant, echoed Coulter's sentiment that the fund ceiling may actually be a silver lining in a dark cloud.

"We've had difficulty catching up with preliminary design work--such as environmental impact statements--and we hope that we can now not only catch up but actually move ahead a little. It would really be nice to have a couple of projects finished and on the shelf. We certainly aren't going to cut down on this type of work."

"As reported to the Commission, we will continue to a-

ward contracts on the work most critical to the completion of I-205," Coulter said. Opening of the entire section may not be possible until late summer in 1983. About two-thirds of the deferred or delayed work is on the interstate system to minimize the impact on the basic highway system throughout Oregon."

Coulter emphasized that "insofar as we can, our resurfacing, our state-funded construction program and our maintenance projects are all continuing. Preliminary design work on all projects will continue. There will be no layoffs or shortened work weeks. There is too much work to do."

Parks Division

Preservation funds to be cut in half

President Carter's effort to balance the federal budget has put Oregon's historic building preservation program in the deepfreeze, and program

Federal funds amount to only about 17 percent of the total amount spent on the acquisition or restoration of historic landmarks, the balance coming from local governments or the private sector. "Since we fund only about 17 percent of the costs of these local projects, that translates into \$3.2 million worth of construction and restoration projects being tied up," says Powers.

Among the projects affected are the Boston Mill rehabilitation in Shedd, the Roaring Camp covered bridge repair project in Douglas County, restoration of the Willis House in Roseburg, Mission Mill in Salem, the Columbia Gorge Hotel in Hood River and the exterior of the Consolidated Chinese Benevolent Association Building in Portland's Chinatown. An exterior restoration of the Multnomah County Courthouse in Portland is also affect.

What happens to those projects now is anybody's guess, says Powers. "We just don't know. Everything is still pretty much up in the air." Congress has three choices, he



Judge Hanna House in Jacksonville is one restoration project affected by cutback in federal funds.

manager David Powers says the freeze is affecting \$3.2 million worth of acquisition and restoration projects throughout the state.

"We just don't know where we are," says Powers. "We have 31 projects going on and we don't know what's going to happen to them."

Oregon receives about \$500,000 annually under the National Historic Preservation Act of 1966. The funds fall into two categories, survey and planning, and acquisition and development.

"The survey and planning funds aren't affected by the freeze," says Powers, "but that only amounts to about 24 percent of our budget."

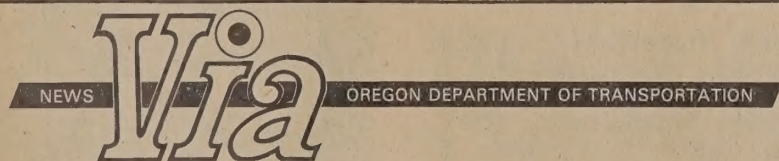
Nationally, funds for survey and planning account for an average 70 percent of historic preservation expenditures. Oregon spends nearly 80 percent for acquisition and development.

"We put a heavier emphasis on acquisition and development," Powers says, "and the freeze affects those funds 100 percent."

explains. "It can accept the budget, and the funds will remain permanently frozen. Or, it can do nothing, in which case the funds will 'unfreeze' in 45 days. Finally, it can trim the appropriation, removing some projects from the program. At this point, we just don't know what is going to happen."

Could local funds be used to offset the lost federal money? "It's possible," he admits, "but we undertook these projects specifically because it looked like they wouldn't be undertaken if the federal preservation funds weren't available."

Powers noted that Carter has cut historic preservation funds nearly in half in his fiscal 1981 budget. In fiscal 1980, \$55 million was earmarked for historic preservation projects. That figure drops to \$25 million next fiscal year. "Oregon get about one percent of the funds," Powers says, "and that means we'll be getting about half of the \$500,000 we got this fiscal year."



Oregon Transportation Commission

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George Bell
Assistant Director
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Intergovernment and Public
Affairs

Dave Davis
Managing Editor

People page. . .

• Roselyn Kay, 35, has been named assistant to the administrator of the Public Transit Division. She replaces Diane Schindler, who resigned.

Kay will serve as principal assistant to Denny Moore, division administrator, and will provide management support services to the division's deputy administrator, business manager, and the transportation programmers and planners.

She was born in Nebraska, moved to Seattle in 1956, and to Salem in 1974.

She received a B.S. degree in Geography and Political Science last June at Oregon College of Education. Since then she has been working as a secretary to Gerry Frank, administrative assistant to U.S. Sen. Mark Hatfield.

She has three sons, age 12, 10 and 6.

• Mel Brownley, who for the past six years has been Motor Pools supervisor for the Department of General Services, has been appointed Equipment and Supply manager for ODOT's Equipment and Service Unit.

Brownley had been supervisor of all General Services motor pools since 1974. He had pre-

viously spent six years as manager of the Eugene General Services Motor Pool.

The appointment was effective April 14.

• Sam Griggs, 53, has been named Assistant Administrator for Education at the Aeronautics Division. He replaces George Hochstetler, who retired last month.

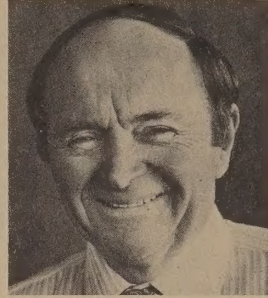
Griggs held a similar position with the Montana Division



Kay



Brownley



Griggs

of Aeronautics in Helena for five and a half years. Prior to that he was an instructor of aviation mechanics and flight training in Delaware.

He is an instrument-rated pilot with an airline transport certificate, and has logged more than 7000 hours flying time.

His primary duty at aeronautics will be to administer the Veterans Administration (VA) flight training program for the state. This includes inspecting, approving, and

auditing the 27 VA flight schools in Oregon that give training under the federal VA program.

He will also share the duties of air search and rescue coordination for the division.

• Steve Saubert, manager of the Sea Lion Caves, has been named to the Travel Advisory Committee by the Oregon Transportation Commission.

The appointment, for a four-year term, will provide the Oregon Coast with a representative on the committee. This will bring membership on the committee to 15, the number authorized by commission resolution.

Saubert has served as general manager of the Sea Lion Caves, located north of Florence on US 101, since 1970. He was graduated from Southern Oregon State College in 1967, with a B.S. in business administration.

Straton new rec. director



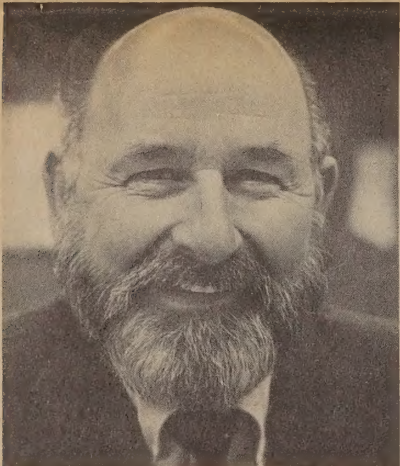
Kathryn Straton, public information representative for the State Parks Division for the past two years, has been named state recreation director.

The appointment was recommended by State Parks Administrator Dave Talbot and confirmed by the Transportation Commission at its April 16 meeting.

Straton, 32, has worked in the Division since 1975, initially as a parks historian. She has a degree in sociology and graduate work in recreation from the University of Oregon. She served as a graduate teaching assistant in recreation at the university in 1974.

The state recreation director assists cities, counties and recreation districts throughout Oregon in developing facilities and programs.

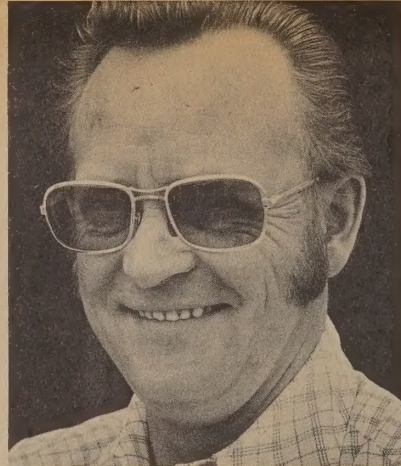
Moving up the ranks



Chuck Paresi



Ernie Reynolds



David Evenhus

The following employees were promoted recently.

CONGRATULATIONS!

Arnold R. Anderson, HWY, highway engineer 1 to 2, Salem.

William C. Anthony, HWY, HE 1 to 2, Portland.

David R. Artman, HWY, engineering aide, Coquille, to engineering tech 1, Eugene.

Carl B. Barner, HWY, HE 1 to 3, Salem.

Michael L. Brickley, ADMIN, senior programmer to programmer analyst, Salem.

Dennis S. Carlson, HWY, HE 1 to 2, Portland.

Delbert Anderson, HWY, weighmaster, Roseburg, to senior weighmaster, Eugene.

James P. Dickerson, HWY, ET 1 to HE 1, Medford.

Robert Edgar, HWY, HE 2 to 3, Salem.

M. Melinda Eliassen, HWY, EA to ET 1, Roseburg.

David Evenhus, HWY, stores clerk to HMW 3, Salem.

Larry L. Gruis, PARKS, ranger 2, South Beach to manager 1, Farewell Bend State Park.

Monty R. James, HWY, HMW 3, Bend, to HMW 4, Winston.

Roger Lee Keiffer, PUBLIC AFFAIRS, photocopiist 2 to photographer 2, Salem.

Michael L. Kieffer, HWY, ET 2 to 3, Roseburg.

James R. King, HWY, HMW 3 to HMS 1, Klamath Falls.

Steven J. Lindenmeyer, HWY, EA, Milwaukie, to ET 1, Portland.

Larry Dean Lindley, HWY, HE 1 to 2, Eugene.

Michael McCurdy, HWY, HMW 2, Milwaukie, to HMW 3, Coquille.

Ronald T. Noble, HWY, environmental specialist 2 to HE 3, Salem.

Roger S. Oakes, HWY, EA to ET 1, Portland.

Ernest W. Reynolds, HWY, HMS 1, Klamath Falls, to HMS 2, Bend.

Jerry Robertson, PUBLIC AFFAIRS, photographer 2 to aerial photographer, Salem.

Cheryl Stubblefield, HWY, traffic survey interviewer to clerical specialist, Salem.

Kenneth L. Tuter, HWY, HMW 2 to 3, Burns.

DMV PROMOTIONS

Peggie Aguilar, clerical assistant to clerical specialist, Salem.

Elizabeth Cassidy, clerical assistant to clerical specialist, Salem.

Julie Hutt, clerical assistant to clerical specialist, Salem.

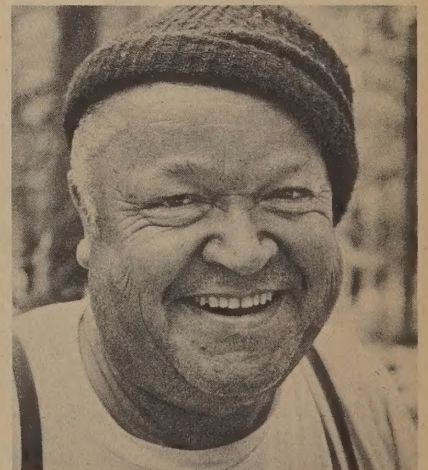
Joanne Lutz, clerical assistant to clerical specialist, Salem.

Ginny Nelson, clerical assistant to clerical specialist, Salem.

Charles Paresi, motor vehicle rep. 2, to motor vehicle rep. 3, East Portland.

Jean Schmidt, clerical assistant to clerical specialist, Salem.

Retirements



Roy Stille

Five employees retired recently. They include:

Robert L. Linley, laborer 1, Portland; 11 1/2 years. Retired March 31.

Lyle E. Studer, highway maintenance worker 3, Florence; 18 years. Retired March 31.

Milton W. Rodgers, park ranger 2, Bandon; eight years. Retired May 1.

Roy H. Stille, traffic recorder technician, Bend; 30 1/2 years. Retired May 1.

Wilford F. Neal, park ranger 1, Myrtle Point; 10 years. Retired May 1.

Now and then. . .



The evolution of passenger rail equipment is evidenced in these two pictures. At left, new Amtrak equipment prepares to pull out of Portland for a test run of the proposed Willamette Valley passenger rail service. Train includes three cars, one a lounge-dinette. Equipment is "Amfleet" equipment, newest of Amtrak's rolling stock.

At right, a crowd gathers at the old Salem station as the morning train arrives from Portland in about 1910. The old Capitol building, which burned to the ground in 1935, can be seen in the background.

Passenger trains were the most popular, with freight being in the background. The run between Portland and Salem was a favorite, with one company having to add six cars after a year's operation.

Fares on the Oregon Electric and Southern Pacific were three



cents per mile. The "Supreme Court Limited" left Portland at 8 a.m. and arrived in Salem at 10 a.m., in time for the morning session of the court. The "Rose City Flyer" and "Capitol City Flyer" made the trip in one hour and 35 minutes.

The advent of the automobile as the favored form of passenger transportation doomed passenger rail service for awhile, but the ever-increasing need to conserve fuel has led to a resurgence of passenger travel by train. The Willamette Valley passenger rail service proposal is the latest in a number of plans to improve passenger train service in Oregon.

Ironically, if the trial proves successful and is implemented on a full-time schedule, the trains may run on new rails laid on the old Oregon Electric Railroad right-of-way.

(The picture of the old Salem station is from the collection of Ed Culp, a Salem railroad buff and author.)

Transportation week activities billed

(Continued from Page 1)

Salem's show will take place at the Transportation Building on the Mall from 10 a.m. to 8 p.m., on Thursday, May 15. ODOT Director Fred Klaboe has issued an invitation to all employees and their families to attend. The open house will feature displays and exhibits, a slide show showing progress of construction work on the Glenn L. Jackson (I205) Bridge, affirmative action activities, and a slide show featuring drivers' examination.

Among other featured attractions will be the air bag car and the "seat belt convincer." The Transtooters will add a musical air to the activities, and refreshments will be served.

The area's school children have been invited to attend and become better acquainted with transportation activities.

Roseburg will return to the



Statewide coordinating committee of National Transportation Week includes, from left to right: Sally Herman, Women's Shipping Club; Scott Coulter, State Highway Engineer; Ron Fillhaver, Sante Fe Railroad; Bill Bryan, Canadian Pacific Railroad; Ed Johnson, Vancouver Traffic Club; Daryl Mollenhover, Lamb-Weston Co.; Gov. Victor Atiyeh; Bob Gormson, ODOT NTW Coordinator; Frank Moreland, Burlington-Northern Railroad; Bill Wellman, Sante Fe Railroad; Roger Campbell, chairman of NTW; Martha Nelson, Southern Pacific Railroad, and Jim Verstraete, Burlington Northern Railroad.

action for the first time in several years with a display scheduled for the new Roseburg Valley Mall from 1 to 8 p.m., on Thursday, May 15.

Region 4 will have its show at the Bend Plaza on May 15,

and it will have equipment displays and exhibits.

Region 5 will have displays in Hermiston on May 13, La Grande on May 14 and Ontario on May 15, with exhibits and displays to be highlighted.

Material available on Measure 1



MEASURE I on the May 20, 1980, primary election ballot is a Constitutional Amendment referred to the voters by joint resolution (SJ7) of the 1979 session of the Oregon Legislature.

MEASURE I restricts revenue collected from state gas taxes and driver and vehicle registration fees to the construction, maintenance, and operation of public highways, roads, streets, and roadside rest areas in Oregon.

MEASURE I permits use of revenue collected from recreational vehicle fees for the acquisition, development and maintenance of parks and recreation areas.

MEASURE I permits revenue from commercial vehicle weight/mile taxes to be used for the inspection and enforcement of truck weight, size and equipment regulations.

If approved by a majority of voters, the provisions of MEASURE I will take effect about one month after the May 20 election.

The provisions of a Constitutional Amendment apply to all levels of government within Oregon.

13 states accept challenge from runners

ODOT's distance runners have been busy honing their skills to defend their national championship won last year in the National Transportation Week Running Challenge.

As defending champions, Oregon has issued a challenge to transportation departments across the country for a 10 kilometer run (6.2 miles for those not keeping up with their metrics). To date 13, states have accepted the challenge, including Colorado, Arizona, Kansas, New York, New Hampshire, North Carolina, Michigan, Oklahoma, Hawaii, New Jersey, West Virginia,

Iowa, and Vermont.

Members of last year's winning team are Cam Gilmour, Doug Eakin, John Lilly, Bob Bard and Don Shaffer.

Oregon's portion of the race will be run at the Minto Island track in Salem, starting at 10 a.m., Saturday, May 17.

Along with the regular run, North Carolina has challenged the rest of the states to a "participation race," where the state with the greatest percentage of its runners completing the race would be declared the winner. Shaffer has accepted the challenge on behalf of Oregon.

Under the rules, each department of transportation employee will run 10 kilometers, and the fastest five times will be totaled. The department with the best combined time for these five runners will be declared the winner, Don Shaffer, who is supervising the run for ODOT, said.

To date, he has 27 runners signed up, including eight women. He said entries would be accepted up until the time of the race, Shaffer said it was not necessary to run the distance, and walking is acceptable. Several of the participants had planned to do this.

Informational brochures explaining the provisions of Measure I are available in quantities at Highway, Parks and Motor Vehicles offices throughout the state.

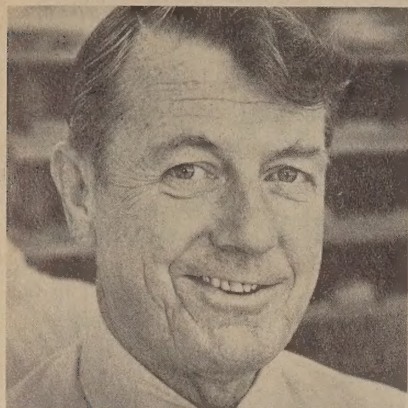
A five-minute slide presentation on Measure I is also available for showings at each Highway Region office.



CANDID COMMENTS

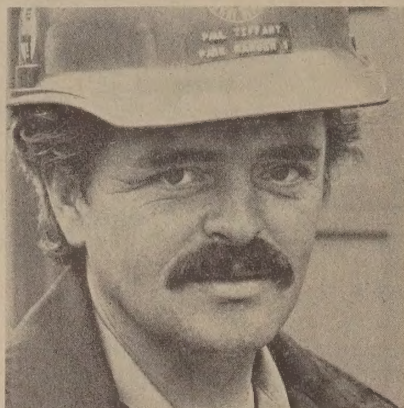
Jerry Robertson is VIA's inquiring photographer. Questions are framed by the editors. Answers are edited only for length.

Oregon sells SNO-PARK permits to off-set the cost of plowing roads and parking lots near ski areas. The Parks Division is considering a similar permit for day users (over-night campers already pay a fee) of state parks to help pay for park maintenance. Do you think such a permit should be adopted?



**ED HINDERER, DMV
MVR 2, Tillamook**

Yes, something similar to the sno-park permit might work. Fees should be comparable, and the revenue should be channeled toward actual park maintenance.



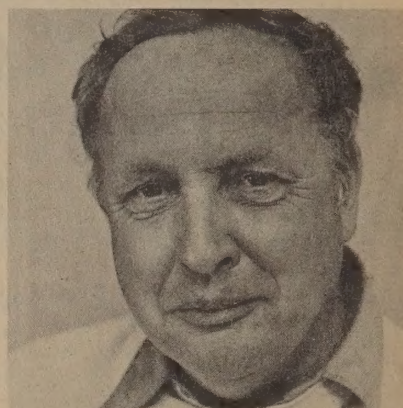
**PAUL TIFFANY, PARKS
Ranger 1, Ocean Shores**

I am personally against such a fee. It would be unpopular and difficult to enforce, but we may see it in the future if additional funding is needed to maintain our parks at the high level we all enjoy.



**CINDY BECKTER, ADMIN
Secretary, Salem**

I'd be willing to pay for it. Some of the parks, especially along the coast, need extra cleanup work. I have no problems paying for the SNO-PARK permit. They could use the money to clean up the parks.



**RICHARD NANTZ, HWY
Assistant Foreman,
Cascade Locks**

It depends on the costs. I think a minimum fee would be an excellent idea. I'm not sure I'd be willing to pay too large an amount.



**FREMONT STRUM, ADMIN
Photogrammetry, Salem**

I think, especially in view of the fact that the voters are facing the possibility of eliminating Parks funds from the Highway budget, that this proposal would help maintain the parks. Generally speaking, if I use a park and it is kept in fine condition, I should be willing to pay to keep it that way.



**FRED SAXTON, METRO
Mechanic, Portland**

I favor it. I think the people who use the parks should be the ones who pay for their upkeep. I do think that the fee should be about the same as for the SNO-PARK (\$1 for a one-day permit and \$5 for an annual permit). Generally, I think that would be a fair price to pay.



**CAROL LIVIE, AERO
Management Ass't., Salem**

Yes. As a frequent user of state parks during the summer for water skiing, I feel it only fair that the day users help pay for the upkeep of these parks also, rather than have it come from the over-night users and from taxes paid by people who may not benefit from the parks system.



**MAXINE NEWELL, PUBLIC
TRANSIT
Program Manager, Salem**

I understand Parks' need for revenue in view of its becoming general funded. However, my initial reaction is NO. Park resources should be available to all Oregonians at no cost. Charging for day use of parks makes picnicking no longer a right but a privilege with a price tag.

Retirees let us know what's happening

Can you top this?

Tom Edwards, 5092 8th N.E. Salem 97303, retired 1972.

When Tom and Ann Edwards retired Dec. 31, 1972, they had, together, logged 82 years of state service, all but two with the Highway Division.

To the best of our knowledge, no other married couple comes even close to that record.

In the obituary column last month, VIA indicated that Ann started work with the Highway Division in 1946. A phone call from Tom (former state highway engineer) set the record straight. She officially started with the division in 1935, in the office of then

Construction Engineer H. G. Smith.

This is one proud record that may never be surpassed. Congratulations, Tom.

"My health sure isn't what I would like it to be, but I'm doing OK," Tom says.

Shooting for 102 years

William L. Lockyear, 1914 E. 17th Ave., Eugene, 97403, retired 1968.

Bill says he celebrated his 80th birthday in March, is still in good health, and keeps busy in his good-size garden.

He lost his mother last month who was 102 years old. She had 12 children, 10 of them still living. As the oldest, Bill says he is shooting

for 102 years himself.

Since his two sons have moved back to Oregon from Kansas and Canada, he says his trips are shorter now.

He started with the Highway Division in 1921, and retired 46 1/2 years later. He says he has received a pay check every month since that first one back in 1921, and that his friends will remember him as 'the bull of the highway.'

Can't make a dime

Rod Porter, 860 Empire NW, Salem 97304, retired 1972.

Rod says he and wife Elaine are both "feeling good," and enjoying retirement.

He says they both like their home and the Salem environment

so much that they have no strong desire to make any more long trips. They travelled the U.S. and Canada several years ago, but have been enjoying shorter trips around Oregon lately.

He says he was wise to choose highway engineering as a profession and not golfing. (Rod was chief highway engineer for a year and a half.) He plays golf regularly at Salem Golf Club, which he says is strictly for recreation--says he can't make a dime at it, even with fellow retiree duffers like Ivan Merchant, John Oakes, Ray Asbury, and Ed Morelock.

He says he will no doubt support the "See Oregon First" movement this summer--at the current cost of gas.

Unit collects \$100,000,000 annually

Fuels Tax: small unit with big purse

The following is part of a continuing series describing the different sections and units within ODOT.

Most people know that Oregon has a seven cents per gallon gas tax, and many know that gas tax revenue makes up the bulk of the state highway fund. But few know how the tax is collected.

Harold Lyster knows. He's manager of the fuels tax branch of DMV. Lyster and his staff of 15 are housed in the East Portland office, where they oversee the collection of nearly \$100 million a year.

Most of that, over \$96 million in 1979, came from the 165 gasoline "importers" licensed by the branch. Importers, says Lyster, are the oil companies and the big distributors.

The branch handles gas tax collections for Multnomah and Washington Counties as well as the state.

Lyster's branch also collects aviation fuels taxes for the Aeronautics Division at about 80 airstrips, and collects taxes on special fuels, such as diesel, alcohol and propane from dealers.

Lyster points proudly to the effectiveness and efficiency of his branch's operation. The administrative cost of collecting nearly \$100 million last



Hal Lyster

year was only one-third of one percent.

The fuels tax collection function began in 1919 when Oregon became the first state to levy a gas tax. For more than thirty years, it was a part of the Secretary of State's office, and has been headed by only four administrators including Lyster since its inception. Lyster has been with the office 26 years, the past ten as manager.

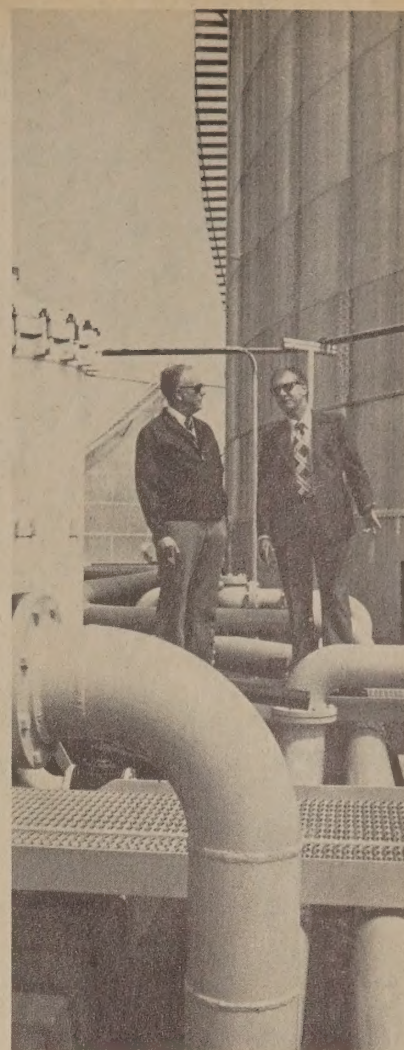
In addition to licensing dealers and collecting the taxes, Lyster's branch provides information to dealers on proper procedures, and performs field audits throughout the state. Over half of the staff is involved in the field audits function.

One relatively new problem faced by Lyster's staff is attempts by the oil companies to circumvent the rigid fuel allocation laws administered by the U.S. Department of Energy. Under the allocation system, a dealer is allowed only so much fuel, based on past consumption.

Lyster says that when "Smith needs more than his allocation and Jones needs less than his, some highly devious 'laundering' can take place," making it difficult for the auditors to track the gallonage.

Bootleg alcohol to mix with gasoline for gasohol is not much of a problem, says Lyster. Mostly it's a matter of informing the growing number of distillers of the need to pay the seven cents per gallon tax, he says.

The fuels tax branch is a small unit with a big purse; some \$2 billion in collections since 1919.



Sam Conrat, right, auditor with Fuels Tax branch, checks fuel storage tanks with Pete Klosterman of Chevron Oil Company during field audit.

Ration plan could be headache for DMV

(Continued from Page 1)

coupons, which would allow for the purchase of a certain amount of gasoline."

While the federal government would issue the ration rights checks, their redemption would be left up to the states, and that's where the headaches are he says.

"We have a lot of questions to answer...there are several alternatives," says Taylor. "One...the big one for us, is whether DMV will be the sole redemption agency in the state. That's one alternative. Another alternative would be for several state agencies and even some private businesses to be redemption centers."

"Another proposal is for the establishing of ration rights 'checking accounts'. In other words, I get 'X' number of ration credits, which I take to the local office and deposit in my account. When I go to the gas station, I write a check on my account and then buy the gas."

That brings up another question, could the checks "bounce?"

"There's nothing to stop someone for overdrawing their account," he says. "It happens all the time with bank checks--there's nothing to stop it happening with gasoline credits. Of course, there might be some sort of mechanism that would permit the federal government to withhold the amount of the overdraft from the next ration rights check--but those are questions we're going to have to answer."

The biggest question facing DMV is what happens if it is

designated as the sole redemption agency? "That's going to mean a tremendous increase in business. We're going under the assumption that the ration rights checks would be mailed at different times of the month for different people. Could you imagine what would happen if they all arrived on the same day and every vehicle owner in the state descended on our field offices at the same time?"

Taylor says that if DMV is the sole redemption point, it would mean hiring an additional 115 people ("all the way from clerical specialists to a program executive, a computer programmer and a systems analyst") with an additional salary expense of \$159,250 a year. Total cost of setting up the program would be about \$1.7 million, he said, "and that figure doesn't include the fact that our existing facilities couldn't handle the increase in customers. How would we handle them? Would we have longer hours? Move into new facilities? We just can't answer those questions yet."

There are also, says Taylor, some interesting provisions in the federal program. "Diesel isn't covered, although once the gas program is in place, a diesel program would follow." Also, pure alcohol, now being touted as a replacement for gasoline, is not covered, and if a vehicle owner uses gasohol, usually blended as 90 percent gasoline to 10 percent alcohol, "they could wind up getting 10 percent more fuel than a driver using

straight gasoline."

The biggest problem, besides having to figure out the make-up of the Oregon program, is that no federal funds have been provided to either plan or implement the program "We--and I mean the states--are doing this on our own. There is a provision in the law for a federal tax at the pump to cover the cost of administering the rationing program, but the language of the law doesn't include anything to defray costs incurred by the states. We believe that the feds would pass along money for the states to operate on."

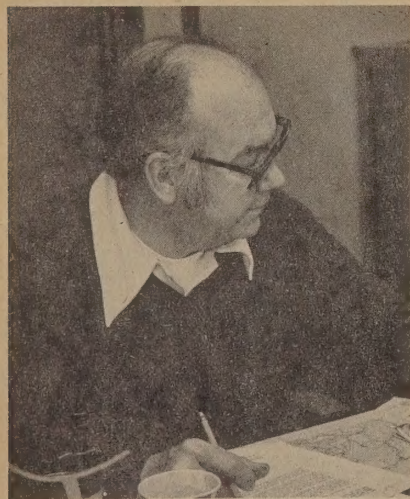
"There's another provision," says Taylor, "that says if a plan isn't in place when the president declares an energy emergency, the federal government can come up with its own plan."

"That," admits Taylor, "disturbs me a little."

The law setting up the rationing program is the Emergency Energy Conservation Act, signed by President Carter last November. The program would go into effect if the president notified Congress that an "energy emergency" existed. "That would occur," says Taylor, "if there was a 20 percent shortfall in the basic fuel supply."

The Iranian crisis has resulted in a five percent shortfall. "That may not sound like much," Taylor warns, "but added together, a 20 percent shortfall could happen fast. That's why it's important to have some kind of program in place and ready."

Heart condition claims Horine



Roy A. Horine, 52, died April 23 in a Portland hospital following heart surgery. He was a Right-of-Way Agent 3 for the Highway Division in Salem.

He began with the division in 1967 as a R/W administrative trainee in Salem. He became a R/W Agent 1 the following year. In 1974, he transferred to the Region 5 office in La Grande, and was promoted to R/W Agent 3.

He returned to Salem in 1977 with the R/W relocation section and has been responsible for reviewing property relocation activities, making certain that all transactions have met requirements.

Friends will also remember Roy as an active Toastmaster, gourmet cook, shuffleboard expert, recent part owner in a thoroughbred race horse, and a warm and friendly co-worker.

On the job with Bob Schroeder



by George Bell

Bob Schroeder came up the hard way.

Born into a poor family in Portland in the middle of the Great Depression, Schroeder has worked since he was nine, starting in the filbert orchards near Beaverton. When he was a freshman at Lincoln High School, Schroeder got a Saturday morning job earning 50 cents an hour at a grocery store, and went on the an afternoon job cleaning up a popular restaurant for the evening trade.

Today, at 51, Schroeder stands near the pinnacle of his career, after nearly 28 years devoted to Oregon's highway system.

He is an assistant state highway engineer, in charge of maintenance.

Considering the Transportation Commission's policy of emphasis on maintenance, and de-emphasis on heavy new construction, it's apparent that Schroeder will have a major influence in guiding the main work of the Highway Division for the next several years.

It's a position he relishes, especially since it surpasses what he thought he might achieve in life when he was a young man. Some aim high; others just get there.

After he graduated from high school in 1946, Schroeder enlisted in the Army, and because of his high IQ score, he was trained as a high speed intercept operator—he transcribed radio transmissions in Morse Code—and was assigned to Japan. He was discharged after his 18-months' hitch as a Tech 4 (buck sergeant) in April 1948.

Using his GI Bill, he enrolled that fall in civil engineering at Multnomah Junior College in Portland, and transferred to Oregon State College in 1950. He admits ruefully that he didn't burn up the academic track on the Corvallis campus, but did achieve a measure of renown for "never missing a formal dance in two years." He joined Alpha Sigma Phi fraternity, where frequent social activi-

ties smoothed down some of his rough edges.

"Because of that experience, I have since felt comfortable and at ease in any social situation," Schroeder says.

Not quite incidentally, he also picked up a B.S. degree in civil engineering in June 1952.

The Monday following graduation, Schroeder went to work for the Highway Department in the Milwaukie office at a starting salary of \$322 a month. But two things happened before the end of the year:

--In November, he quit to join a fraternity brother in a steel construction company that was building a sugar beet factory in the State of Washington; and

*"...the individual
mode of transportation
will stay with us..."*

--In December, he married his campus sweetheart, Susan Shedd, and the newlyweds set up house in Pasco. He had been assigned as field office engineer on a project in nearby Hanford.

That lasted seven months. "We both decided we just didn't like construction," Schroeder recalls. He quit, and Susan went back to her home in Carson City, Nev., while he looked for a new job back in Oregon.

It didn't take long. Gene Huntley (now deceased) hired him as an investigator in the Traffic Division of the Highway Department. It was an affiliation that never wavered in the nearly three decades since.

He "worked up through the ranks of Traffic," with the assignments growing increasingly more responsible and important. In 1957, he was named Sign Design Engineer and wrote Oregon's first "Uniform Manual on Traffic Control Devices." In 1959, he set up the first plans and specifications for contract signing on the state highway system.

"We were trying to get some

uniformity in signs all over the United States," he says, "and to develop some sign criteria for 70 mph traffic on the Interstate System. We had to come up with some durable material because the feds weren't paying for sign maintenance."

Another significant turn in his career came in 1961 when Schroeder was named Engineer Economist in the Planning Survey Section, then supervised by Bob Blensley. He worked with cost analyses, special legislative studies, produced research papers, and developed a cost responsibility study for highway users. His unit did some of the leading research in rest area design done anywhere in the nation.

Two years later, Blensley left to take a position in Washington, D.C., and Schroeder became planning survey engineer. "It was the beginning of an era when the planner was coming on the scene," Schroeder recalls, mainly because of a new stipulation that all federal-aid in urban areas had to be based on comprehensive plans. When the law was passed, says Schroeder, "suddenly planning had teeth."

In response to that federal mandate, Schroeder began to "beef up" the Highway Department's planning staff. It was a "great outfit" of 60 people, he remembers, when in 1970 he was called to another job.

Then State Highway Engineer Forrest Cooper called him into his office one day and asked him if he wanted the job of metro engineer. Schroeder grabbed it, and for the next 18 months, he commuted to Portland every day from Salem.

In January 1972, after a series of retirements and promotions in the division hierarchy, Schroeder moved his office back to Salem as a brand new assistant state highway engineer under Tom Edwards.

During his five-year tenure in that position, Schroeder was responsible for traffic and research, "built" the environmental section, and later also supervised right

of way and maintenance. Many of those operations were shifted in July 1977 when then ODOT Director Bob Burco reorganized the Highway Division. But less than two years later, when Fred Klaboe succeeded Burco as director, State Highway Engineer Scott Coulter issued a letter "putting the organization back together."

Now, in his present job, Schroeder is responsible for setting levels of maintenance of Oregon's 7,600-mile state highway system. Safety and pavement preservation, he says, are the highest priorities.

Thanks to an extra \$60 million budgeted by the 1979 Legislature, considerable gains were made in pavement preservation last summer and fall. "We put down more tons of asphalt than in many, many years," he says. "We were able to overlay whole sections that would have 'turned over' in the next several years. Our people did an excellent job of getting the money where it should be."



Aside from the Highway Division, Schroeder's other consuming interest in life is his family. He speaks with a father's pride of his three sons: Robin, 26, who's in the Peace Corps building irrigation projects in Thailand; Mike, 23, a senior in geology at the University of Oregon; and Wayne, 20, who is a junior in electrical engineering at Oregon State University. His wife, Susan, now that the three boys are nearly launched in their careers, is taking real estate classes. He plays golf, "reads constantly," and is a 170-average bowler.

Schroeder is optimistic about the future of the Highway Division. "The individual mode of transportation will stay with us—that freedom of movement—whatever we use to power our vehicles," he predicts.

If that's true, Schroeder stands a good chance of achieving a personal goal: putting in 40 years in the Highway Division.